

Claims

1 *Sub 1*
2 1. Regulated dashpot with shock-absorption force controls,
3 especially intended for motor vehicles, with at least one flow-
4 regulating system including one or more shock-absorption
5 components for the compression phase and/or for the decompression
6 phase, characterized in that at least one valve assembly is
7 supplied with variable flow impedance by a regulating valve (5,
8 6, 26, or 31).

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10 2. Dashpot as in Claim 1, characterized by at least one
11 fixed bypass valve (7, 19, 20, or 33) with a constricted cross-
12 section hydraulically paralleling the flow-regulating systems.

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14 3. Dashpot as in Claim 1 or 2, characterized by at least one
15 flow regulating system for the compression phase and at least one
16 for the decompression phase in the form of regulating valves (5 &
17 6) with a variable flow constriction.

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19 4. Dashpot as in one or more of Claims 1 through 3,
20 characterized by previously adjusted pressure-dependent valve
21 assemblies (18) with a fixed flow cross-section for the
22 compression and/or decompression phase and with a hard
23 performance curve, hydraulically paralleling the flow-regulating
24 and/or shock absorption systems.

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26 5. Dashpot as in one or more of Claims 1 through 4,
27 characterized by previously adjusted pressure-dependent valve

21 cont
1 assemblies (18) with a fixed flow cross-section for the
2 compression and/or decompression phase and with a soft
3 performance curve, that can be activated and deactivated
4 individually or separately, hydraulically paralleling the flow-
5 regulating and/or shock absorption systems.
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7 6. Dashpot as in one or more of Claims 1 through 5,
8 characterized in that the flow-regulating, flow-constricting, or
9 shock-absorption systems are accommodated in a separate
10 component, preferably in the form of a flow regulating block (41)
11 outside the dashpot and communicating with it by way of
12 hydraulic-fluid lines.
13

14 7. Dashpot as in one or more of Claims 1 through 5,
15 characterized in that the flow-regulating, flow-constricting, or
16 shock-absorption systems are accommodated in or on its piston
17 (3).
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19 8. Dashpot as in one or more of Claims 1 through 5,
20 characterized in that the flow-regulating, flow-constricting, or
21 shock-absorption systems are accommodated in or on its bottom
22 valve (46).
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